

RAILWAY NEWS.

The West Shore's Desperate Struggle for Existence—Earnings of Some of the Central Group Roads.

The Air Line people will soon announce their summer time table.

There is a slight falling off in west-bound passenger receipts, which is attributed to the decrease in emigrant travel.

J. D. Leeds will be bill clerk of the Washash when L. G. Fellows, the new local agent, assumes the duties of that position.

William McMains, a passenger conductor on the C. H. and L., was dropped yesterday morning. He will be succeeded by Ed Padgen.

The "brokers" hold their annual meeting to-morrow, and it is understood that they will give the general passenger agents orders to hereafter strictly maintain tariff rates.

It is generally conceded that the I. P. and O. will soon be out of the hands of the Washash people, but the parties who operate it will have to expend thousands of dollars in improvements and repairs. The Washash is in arrears about \$300,000 to the I. P. and O., and there is nothing to indicate that the demands of the bondholders will be met. Probably there is no road passing through Indiana with its affairs in so complicated a condition.

The earnings of several roads comprising what is known as the central group, for the three months ending March 31, have been compiled. Among them are the I. B. and W., which during this period earned \$563,151; Peoria, Decatur and Evansville, \$170,371; against \$189,238 for the same period in 1884; Evansville and Terre Haute, \$161,753 against \$161,520 last year, showing an increase of \$233; Cincinnati, Indianapolis, St. Louis and Chicago, \$346,380, against \$404,154, showing an increase of \$102,226. The earnings of these roads per mile was as follows: I. B. and W., \$1.038; P. D. and E., \$0.894; E. and T. II., \$1.108; C. I., St. L. and C., \$1.744.

The Pennsylvania people have never taken occasion to deny the published report that negotiations were pending looking to the purchase or lease of the C. H. and D. by that company, and it is still generally believed that there is some foundation for the rumor. The C. H. and D.'s geographical position with reference to the course of trade and to the Pennsylvania Company's system is all that could be desired, for the P. C. and St. L. has for many years felt the need of a direct line of its own between Cincinnati and Chicago and also Cincinnati extension of the Vandalia. In a word the C. H. and D. would prove of no little value to the Pennsylvania system in many ways. The railway would learn every month how many have come and gone whether or not there is any truth in the rumor.

There are indications that the West Shore's struggle for existence is becoming desperate. The policy adopted of doing business at a loss could succeed only if the means of paying the deficit for a long period should be assured. The proprietors of the West Shore desire to get an income from their investment. They can get one either by carrying traffic at a profit or by transferring their property to some one who will give them rental for it, or securities which will yield an income. They complained that the New York Central deprived them of the income their road could otherwise derive by reducing the local freight rates so as to leave no profit on this business. The West Shore then reduced the local passenger rates below cost, as a means of causing great losses to the New York Central. There was no sense in this unless it was expected that the losses caused by the New York Central would be so great that that company would, rather than endure them, make some arrangement which would give the West Shore an income or enable it to earn one. This might be done either by a lease or a division of traffic, or a sale of the West Shore securities; or, for a time (probably a very short time), by an agreed general advance in rates. The West Shore had the advantage that for every dollar it would lose by low rates the New York Central would lose several dollars. By sinking a million a year it might, perhaps, reduce the profits of the Central three or four millions a year. But the Central had the advantage that it could lose much more than this and still meet its fixed charges, while the West Shore must borrow money to meet its working expenses. It is for this reason that we said when the West Shore made that recent-mile passenger rate that nothing could justify the receivers in such a policy unless they were sure they could get the money to pay their deficits for a long period.—Railroad Gazette.

COURT-HOUSE LOCALS.

Arraignment of Prisoners—Damage Suits on Trial—Damage Suit Filed Against a Turnpike.

The County Board will meet on the 21st, to sign the county bonds.

One of the janitors has been taken off the force at the Court-house, and put on as night watchman, in order to turn off the gas, which is generally left burning all night. The County Board thinks the cost of a night watchman can be thus saved.

The suit of Samuel Adams vs. the City is on trial before a jury in Room 3. Adams, who is a colored man, was employed at the East street crossing of Pogue's Run about a year ago. A falling wall broke his leg at the hip. Demand is made for \$10,000.

George Perry, Louis Woods and Aaron Walters, charged with petit larceny, and James McBride and Abe McPeak, charged with burglary, were arraigned in the Criminal Court yesterday afternoon, and pleas of not guilty were entered in each case.

The suit of Frances Sweetser vs. the Odd Fellows' Mutual Aid Association is on trial in Room 2 before a jury. The plaintiff sues to recover \$2,500 on a policy issued on the life of her husband. Demand, \$5,000. The defense is that the assessments were not paid up.

In the suit of David D. Long, guardian of Mollie Fette, vs. William Wallace, administrator of the estate of Anna Maria Fette, deceased, in which the plaintiff last week recovered judgment for \$6,025, the \$25 is to be remitted by the attorney, who only asked in the complaint for \$6,000 judgment.

The damage suit of W. A. Whitehead vs. the I. B. and W. Road, for \$40,000, growing out of personal injuries a year ago in an accident on the road, is on trial by a jury in Room 2 before a jury. The plaintiff is conducting the prosecution, and Major Fairbanks, assisted by Harris & Calkins, is conducting the defense for the road.

Dennis Bryan and Henry Bauer have filed affidavits in the Circuit Court looking to the examination of H. H. Jackson, under oath, touching the ownership of certain personal property supposed to belong to him which is

located at Shelbyville, Jackson having formerly been the proprietor of the Ray House, in that place. It is alleged that he is believed to have fraudulently transferred the property. Judge Ayres will hear an examination of the matter at 1 o'clock this afternoon.

Cyrus McSheehy has filed suit against the Allisonville and Fall Creek Gravel Road Company for damages, alleging for cause that on the 20th of April last he came to the city and paid forty cents toll for the round trip to Allisonville. On his return he was stopped at the first gate and compelled to pay a second toll. This did not affect him so much, but on account of the great humiliation and mental anguish caused by the treatment received plaintiff wants \$1,000.

Isabella Wray wants a divorce from John Wray, whom she married in Butler County, Ohio, November 9, 1851. At that time she was the owner of real estate worth \$25,000, which, at her husband's request, she sold, receiving the proceeds, which have been since that time squandered by him. For five years he has failed to provide for her, and in 1881 he abandoned her. Plaintiff wants the custody of her son Walter, aged sixteen years. She lives at 751 North Pennsylvania street and defendant lives at Arcola, Ill.

Local Courts.

SUPERIOR COURT.

Room No. 1.—Hon. N. B. Taylor, Judge. Jacob S. Hildebrand et al. vs. Julian W. Hinkley. Suit on account. Taken under advisement.

Jacob S. Hildebrand et al. vs. Julian W. Hinkley et al. Suit on account. Taken under advisement.

Room 2.—Hon. D. W. Howe, Judge. William C. Whitehead vs. the I. B. and W. Railway Company. Damages. On trial by jury.

Jacob Crone vs. Samantha Kelley. Cause dismissed.

Francis Rothrock vs. Henry A. Rothrock. Suit on note. Jury find for plaintiff for \$175.00.

Jonathan Boyd vs. John W. Lowe. Suit on note. Cause dismissed.

Francis Sweetser vs. Odd Fellows Mutual Aid Association. Suit on policy. On trial by jury.

Room 3.—Hon. Lewis C. Walker, Judge. Samuel Adams vs. the City of Indianapolis. Damages. On trial by jury.

CRIMINAL COURT.

Hon. George Norton, Judge. State vs. George Perry. Petit larceny. Plea of not guilty.

State vs. James McBride and Abe McPeak. Burglary. Plea of not guilty.

State vs. Louis Woods. Petit larceny. Plea of not guilty.

State vs. Aaron Walters. Petit larceny. Plea of not guilty.

CIRCUIT COURT.

Hon. A. C. Ayres, Judge. W. F. A. Bernhamer, administrator, vs. Anthony F. Resener et al. Possession of real estate. On trial by jury.

Real Estate Transfers.

The following deeds were recorded on Monday, May 11, as reported by Steeg & Bernhamer, abstract compilers, 12 and 15 Thorpe Block. Telephone, 1,018:

Gilbert M. Brooke and wife to Samuel S. Rhodes, wife, warranty deed to part of lot 5 in A. L. Wright's first addition to the city of Indianapolis, 1,400 00

Mary Feltz and husband to Jacob A. Micky, warranty deed to part of the west half of lot 10 in the northern quarter of section 13, township 15, range 3 east, 1,200 00

William Weir to Hiram Suberter, claim for lot 5 in lot 10 in the northern quarter of section 13, township 15, range 3 east, 1,000 00

The Citizens' National Bank to George Hamilton, warranty deed to lot 35 in Frances and Frank's second addition to the city of Indianapolis, 140 00

Christian Koch and wife to August Keil, warranty deed to lot 2 in the County Surveyor's subdivision in the city of Indianapolis, 950 00

Tracy W. Gilchrist to Harry W. Hamilton, warranty deed to lot 2 in Folsom and Hanley's subdivision of the east part of lot 1 in Johnson's heirs' addition to the city of Indianapolis, 800 00

Conveyances, 8; consideration, \$9,690 00

THE MOBILE DRILL.

Something About the Contest as Seen by an Indianapolis Lady.

We are permitted to publish the following letter from an Indianapolis lady who is visiting Mobile, Ala. The matter will be found entertaining to the readers of the Sentinel:

Mobile, May 9.

DEAR — Yours, enclosing Mrs. Bull's letter, received this morning. Would have written earlier were it not that Mrs. Gayfer, other ladies and myself have been out to the "camp" every day. The weather was pretty warm for the contest. It should have been appointed for April. Each company, of course, is inspected by regular army officers before being allowed to drill. Standing in the sun so long and going through the drill proved to be too much for most of the men.

The Montgomery Guards and the Houston (Tex.) Guards were the only companies who left the field after the drill with their full number of men. Seven of the Mobile Rifles fainted. Their places were immediately filled and the drill completed. During the Savannah Cadet's drill fainted. When the Chickasaw Guards came on the field and lost their color bearers and seventeen winning streamers hanging from their flags they were greeted with a perfect hurricane of applause. They commenced the drill in the most magnificent style, were more than half through, when one man fainted, his place being filled by another until kneeling to fire, when the Captain fell over, was carried off and the company taken in charge by Captain Price Williams, of Mobile, but had only made a few moves when four more men fell. These fell so rapidly, one after another, that the remainder of the company were marched off the field and gave up the drill and lost a good many thousand dollars for those who had been them. Everything for the drill was very nicely arranged. The camp presented a magnificent spectacle. I have not yet seen Captain Richardson, of our own Georgia Company, on arriving march into camp; members are all busy preparing for the contest, few being permitted to leave the ground for any length of time until the grand contest is over. Am sorry the circumstances prevented Governor Gray and family from coming down. Am afraid I will not be able to send anything to the fair. The magnolia's here seem to very imperfect this spring. Shall send some if there will be any worth sending. I earnestly hope the fair will prove to be a grand success.

Your affectionate daughter,

Young chicks, turned in the garden, will eat up all the bugs and insects; but keep the old fowls out, as they will do more damage than good.

HOW IT IS DONE.

And How It Is Not Done Where the Truly American Right of Self-Choice Is Permitted.

There has been a good deal said of late about "the fastest trains in the world," and some in interest would have it appear that all the glory in this respect effulgated upon a single road. Indeed, that one line absorbing everything there was in railroad life worth living for, and all the others simply hanging upon a verge of despair as precarious as a tightrope. Thus the situation, and because of it from the monopolistic standpoint, the full justification of a doubling of rates and extra charge generally any thing but conducive to popularity.

These days, when not only dollars but nickels count. In accordance with its characteristically American way of doing things, the Baltimore and Ohio long since established as an inviolable principle, the system of an entire absence of exacting extra upon any of its trains, limited or otherwise. The B. and O. does not believe in privileged classes, has never been accused of aping exclusiveness, or in any manner whatever made it appear that there could be good and sufficient grounds for only doing its best in the matter of time and equipment when paid at double rates therefor. It is thoroughly well satisfied to run truly representative American regular tickets at the regular rates and maintaining a time schedule absolutely without parallel.

With the Pittsburgh Limited Express, the face of the road boasts of competing lines of running "the fastest trains in the world," but a comparison of schedules from and to Washington proves it beyond cavil. The Chicago Limited leaving at 10 a. m. reaches destination next morning at 8:35, quicker than any limited upon any other road. The Cincinnati Limited leaving at 3:30 p. m. runs through in the wonderful time of sixteen hours, arriving 7:45 the succeeding morning, four hours ahead of any other limited. The St. Louis Limited is over an hour faster than any other limited to that city, as is also the Pittsburgh Limited Express. From all the cities named, the B. and O. Limited trains are equally advantageously run in every instance, making time unequalled by the limited train service of rival lines, and upon which the practice of making extra charges and doubling rates is as rigidly adhered to as it is not on Pittsburgh B. and O.

The equipment of the latter line is in every way of the finest, trains running through solid and composed of magnificent new Buffet, Family-room, Sleeping, Parlor and Dining cars and elegant day coaches. On all the B. and O. Limited trains passengers are so as they please, pay their money and take their choice, and not as upon other roads running limited trains, compelled whether or not to take and pay for what may be provided by those who know more what the passenger wants than he does himself.

The Onion Fly.

The onion fly is well known for its depredations. Its natural history can hardly be of as much concern to the farmer as the tried method of its extermination. Both the natural history of it and the remedy for the pest are to be found in the following statement of Miss Ormond, a well-known English entomologist. She says:

"The amount of damage to onion crops from the maggot is frequently so great that for some years I have been experimenting on the subject. I found that the fly (when it could) laid its eggs on some exposed part of the bulb, often almost beneath it, which in common practice the gardener does not know. On noticing this, about three years ago, I covered a plant up to the neck of the bulbs, and next morning found fly eggs deposited on the onion leaves, and dropped at haphazard on the ground—where they perished, and the onions, being saved from attack, did well.

The following year I had some part of the crop in rows earthed up with success. The onions were firm and sweet, and though not as thoroughly protected by the rough earthing-up as by my own hand dressing, they answered to some extent, and the onion in many cases was not injured, or grew past attack from being in favorable conditions. This year I had a trench prepared as if for celery, and had the onions sown along the bottom, and as they grew the sides of the trench were filled in on the bulbs. The result was very notably better than those in the bed alongside, and on raising them to find them sound and fine bulbs, very free from any mark of insect injury. I venture to submit the plan of growing to your inspection, as though it probably could not be brought to bear in field use, it is applicable to cottage garden growth, and especially for cottage garden, where there is only a small quantity of ground, and where the loss of the little crop is a serious lessening of comfort to the family."

The pain and misery suffered by those who are afflicted with dyspepsia are indescribable. The distress of the body is equalled or surpassed by the confusion and tortures of the mind, thus making its victims suffer double affliction. The relief which is given by Hood's Sarsaparilla has caused thousands to be thankful for this great medicine. It dispels the causes of dyspepsia, and tones up the digestive organs. Try Hood's Sarsaparilla.

PUT YOUR HAND In a vice, turn the screw until the pain is all you can possibly bear, and that's Rheumatism; turn the screw once more, and that's Neuralgia. Such was the definition of these two diseases given his class by a Professor in a medical college, and he added: "Gentlemen, the medical profession knows no certain cure for either." The latter statement is no longer true, for it has been proved time and again that

WILL CURE BOTH! C. F. Tilton, Freeport, Ill., Engineer on C. & N. W. Ry., writes:

"I have been troubled with Rheumatism for fifteen years, and have been confined to the house four months at a time. Have used two bottles of ATHLOPHOROS and seem to be entirely cured. I cannot say too much for the medicine."

If you cannot get ATHLOPHOROS of your druggist, we will send it express paid, on receipt of regular price—one dollar per bottle. We prefer that you buy it from your druggist, but if he hasn't it, do not be persuaded to try something else, but buy it at once from us, as directed.

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RAILWAY TIME TABLE.

Westfalls effect Sunday, May 10, 1885.

TRAINS RUN BY CENTRAL STANDARD TIME.

Jeffersonville, Madison and Indianapolis, Depart.

Southern Ex. 4:10 am Ind. & M. Mail, 9:45 am L. & M. Ex. 4:15 am Ind. & M. Mail, 9:45 am

Ind. & M. Mail, 9:45 am N.Y. & N.F. Ex. 7:00 pm Louisville, Ac., 4:45 pm St. L. & C. F. L. 10:45 pm

For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Vandalia Line, Depart.

Mail, 7:15 am New York Ex., 8:30 am N.Y. Limited, 8:35 am Mail & A.C., 10:00 am

Day Express, 7:12 am Cin. & L. F. L., 8:35 pm Terre Haute, Ac., 4:00 pm N.Y. Limited, 8:25 pm

Ind. & S. Bend ex 7:10 am S. Bend & Ind. ex 8:45 am Ind. & S. Bend ex 7:10 pm S. Bend & Ind. ex 8:45 pm

For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Cincinnati Division, Depart.—Cincinnati and Florida Fast Line,

Daily, 8 am & 10 am Cincinnati, 4:00 am Cin. & Louisville, 11:15 am

Cin. & Louisville, 11:15 am Cincinnati, 4:00 am

Arrive—Indianapolis, 4:00 am Cin. & Louisville, 11:15 am

Ind. & St. Louis Mail, p. c., 11:50 am Indianapolis, 4:00 pm

Chicago and St. Louis Fast Line, Daily, 8 am & 10 am

Depart—Chicago and Rock Island Ex., 7:10 am Chicago Mail, p. c., 12:10 pm

Western Express, 12:10 pm Chicago, Peoria and Burlington

Fast Line, 1:00 pm Arrive—C. and L. Fast Line, d'y, c. s., 8:35 am

Lafayette, Ac., 10:45 am Arrive Bloomington, 12:20 am

For map, time tables, rates and full information, apply at Ticket Office, 186 South Illinois street, and Union Depot Ticket Office.

Chicago, St. Louis and Pittsburg, (PAN-HANDLE AND PENNSYLVANIA) Depart.

Arrive New York, Philadelphia, Washington, Baltimore, Pittsburgh, and Columbus Express, 4:10 a.m.

Dayton & Columbus Ex., 11:10 a.m. Richmond, 4:00 p.m.

New York, Philadelphia, Washington, Baltimore, Pittsburgh, Columbus & Dayton Ex., 4:35 p.m.

N.Y. Limited, 5:40 p.m. Chicago Division, 8:00 a.m.

Louisville and Chicago, Fast Express, 11:00 p.m.

Express, p. c., 11:15 a.m. Daily, except Sunday, 8 sleeping car.

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